

Wichita Daily Eagle

M. M. MURDOCK, Editor.

REPUBLICAN COUNTY TICKET.

For Sheriff, R. E. ROYCE.
For Treasurer, JOHN A. DORAN.
For Register of Deeds, S. L. BARRETT.
For County Clerk, M. A. CARVIN.
For Surveyor, W. R. FENNER.
For Coroner, M. M. McCOLLISTER.
For Commissioner, E. WEBB.

The cotton crop will be 400,000 bales greater this year than last, and yet it is believed it will bring a better price.

For a party of multitudinous pretensions and paucity of deeds, the one now in power, measured by its doings in the present session of congress, is entitled to the whole bake-shop.

Now there is talk of opening the Comanche lands for settlement. For heaven's sake let it incubate and vegetate and hibernate till Hoke Smith's term of office expires by limitation.

The State Temperance union of Kansas insists that prohibition is and must continue a political issue. If that is true we quite agree with the Kansas City Journal that it is very unfortunate for prohibition, and not very good for politics.

Let all the counties of Kansas give sweeping Republican majorities for the county tickets this fall, and it will tend largely to redeem our credit, resurrect business, raise prices of farm products and lead on to our old time enjoyment and prosperity.

Fort Scott Monitor: The Republican party made all the silver money we have, and it is the only party able to hold it up and protect it. Make a note of this, so that you will have it in your mind when some silver or Pop crank starts his mouth.

The Wichita Eagle says the editor of the Messenger is a confirmed bachelor. How would it do to retort that Marsh Murdock is a Catholic priest?—Minneapolis Messenger.

As a joke, without a suspicion of fact, it would do well enough, perhaps, for a confirmed bachelor.

A movement is on foot to give the poor children of Chicago an opportunity to visit the world's fair. The directors have agreed to make a rate of 10 cents each for them, and it is proposed to send thousands of them to see the fair in organized squads. Charitable people in Chicago have taken the matter up and are raising funds.

El Dorado Republican: Should woman suffrage carry next year? * * * two years thereafter we will have women state officials, women judges, one-third of the senate and house will be women and more than one-half of all the offices in the state will be held by women; so it will be in order for the professional men office holders to get ready to get down and out.

The public, having made a rather searching diagnosis of our bearded senator's case, finds that he is suffering from the rather complex malady of a superabundant growth of hair, an incurable diarrhoea of words and a chronic constipation of ideas. Some of his co-laborers in the work of providing cure-alls might at least prescribe a sedative, but it seems a settled policy on their part to let the old invalid talk himself to death.

The falling off in the clearings of the United States last week indicates that the commercial and manufacturing interests of the country are not gaining in the same proportion that financial affairs have. While the money scare has subsided, the people are economizing and new enterprises are not meeting with much encouragement, and an inclination to go slow prevails. Notwithstanding the low price of grain, the agricultural districts are less affected by dull times than the manufacturing.

The letting of the contracts for \$40,000 of additional buildings at Fort Riley confirms the reported intention of the war department to make that one of the finest military posts in the country. The central position of Kansas and her unequalled transportation facilities, both for the prompt dispatch of troops to any quarter of the country where they may be called, and for the economical delivery of supplies for the garrisons, render it fitting that the government should make Fort Riley and Leavenworth its chief interior military posts.

The New York Herald's European cables speak positively of the danger of an European war. Italy is believed to desire a conflict. She is totally stranded financially, her politics are in a bad way, and she looks to a war as a means of rehabilitation. Italy finds her excuse in the demonstrations of amity between Russia and France, consequent upon the visit of the Russian fleet to Toulon. Italy does not relish Russian influence in the Mediterranean, and the grant of a coaling station by France to Russia is a large grievance to the government of King Humbert. War is to be declared at all times and anywhere; but if a conflict is inevitable over there, as seems probable, to defer it a few months would only serve to render it more desperate when it comes. If it should occur just now it would be, in its effects, a godsend to this country.

The honorable United States senate wants to understand that the country is getting most awfully tired of its monkey business over the pending measure that has occupied the attention of that body for nearly two months. Senatorial courtesy is all right and proper, observed within the bounds of reason, but that body has no right to observe it to the utter contempt of the sentiment and interests of the country. A good many people are becoming convinced of what they have suspected for some time, and that is that there is not a majority in the senate in favor of the repeal of the purchase clause of the Sherman law, else they would find some means of bringing the senseless discussion to a close and the question to a vote.

A GRAND SHOWING.

The showing made by the national banks of Wichita at the close of business Oct. 3rd is a grand one, and when compared with the one made on the 12th of July show that the banks of this city increased their reserves during the most trying times since 1873. These statements will be read with pleasure by the friends of Wichita and her interests. The reserves of the banks of Wichita are from 15 to 20 per cent larger than they were in July. This speaks well not only for the banks but for the people who do the business of our city. The fact that Wichita passed through the recent crisis without a bank failure is a matter of surprise to the outside world, and this splendid showing of our banks indicates that Wichita has resources far greater than she is given credit for.

FELICITY.

These be the nights when we feel a sense of all overhiss flatness as we lie down to rest and recover a modicum of tissue lost during the torrid, weary months of summer. Every joint, muscle and fiber seem adjusted to the soft mattress with the exactitude of paper on the wall, and the brain half submerged in downy pillows revels in dreams of falling leaves, wintry blasts and the good old days when we huddled into the capacious, straw filled body of the bobsled with our best girl, and hied away to that delightful symposium of fun and frolic which will never come again—the country singing school.

FAIRLY STATED.

Under the title of the "Rise and Fall of the Populist Party" Frank B. Tracy does some vigorous writing in the October number of the Forum. While depicting the existence and the fallacies of this party he goes into the causes which led to its organization, enumerating three of them as Transportation, Land and Money. It is not claimed that the usurpations practiced by corporate bodies justified the breaking up of old party affiliations. On this line, the Eagle has consistently and industriously opposed every step taken by the unreasoning stampede from Republican ranks, believing the inequalities could be adjusted within the limits of the party which has ever stood for advancement and equal justice to all. The points made this writer, however, are pertinent to the main question and quite suggestive to the managers of railway corporations which affect a perpetual nightmare of fear lest their "earnings" should be cut off by vicious legislation. He says: "The history of the methods of western railway corporations is a story of rapacity, fraud, extortion and gigantic plunder. * * * Nothing has done more to injure the west than these freight rates. The railroads have retarded its growth as much as they have first hastened it. The rates are often four times as large as eastern rates. For example, let a New York dealer consider a freight bill of \$80 for a car of crockery shipped 125 miles. That is the Nebraska rate. The extortionate character of the freight rates has been recognized by all parties, and all have pledged themselves to lower them, but no state west of the Missouri has been able to do so. * * * Railways have often acquired mines and other properties by placing such high freight rates upon their products that the owner was compelled to sell at the railroad company's own terms. These freight rates have been especially burdensome to the farmer, who is far from their selling and buying markets, thus robbing them in both directions. Another fact which has injured the farmer against corporations is the bold and unblushing participation of the railways in politics. At every political convention their emissaries are present with blandishments and passes and other practical arguments to secure the nomination of their friends. The sessions of these legislatures are disgusting scenes of bribery and delinquency, while no redress has been given to the farmer."

Fearless and caustic as they are, the facts are too notorious to gild this writer's assertions. They portray a condition not only abnormal, but manifestly unjust and ruinous to the interests of the west. These extra freight charges show to the people of Kansas and Nebraska that the roads were extended west of the Missouri for the sole and only purpose of levying tribute sufficient to make up the losses at other points where competition is greater. The hardship is all the greater by the lines having been constructed by the taxes voluntarily voted by the people. It has been held as a privilege to grant the right-of-way, to supply depot grounds and yard facilities at all points. By any fair rule of reciprocity the public should have fair treatment, but the facts to the contrary, are plainly warranted in Mr. Tracy's forcible language. He very properly attributes the responsibility for Populist tendencies to these extortions more than political causes.

If his frank, unprejudiced statement of the facts could be spread broadcast, especially among eastern investors, who hold the bulk of railway shares, it would not only ally prejudice against the west, but it might serve as an eye-opener to the methods by which their dividends are collected. If the railroads are to be embarrassed by Pop legislation they will have themselves mostly to blame, but meantime it is refreshing to see a fair, straightforward exhibit of the facts in a magazine so widely read as the Forum. It would hardly admit to its columns the rank socialism generally attributed to western papers which have the courage to call things by their proper names, or to demand what is due us as a matter of right. Time and perseverance of the never-say-die variety will redress our grievances and give us an equal show in the race for commercial and industrial supremacy. The insane plea of the Pops for government ownership will not do it; competition between what will, in time, be rival lines, will not do it while they are permitted to charge double rates under the form of law; but the court of last resort—the people—will render the verdict from which there is no appeal.

It is claimed that the Sherman bill was passed as a compromise, and it looks now as though it will require a compromise to repeal it.

AGITATE, EVERLASTINGLY AGITATE.

To the Editor of the Eagle.
Your recent article upon the "Destiny of Wichita" called to mind the fact that if Wichita had been given a just freight rate the city would, today, be in much better shape to care for her large and growing wholesale trade than she is. We would have here a population of 50,000 people and whole streets of warehouses and jobbing houses.

But Wichita will get the rates to which the city is entitled, and having made the fight and won, fair rates will be given to other points as well. While it rates had been given to Wichita without a fight the rates to other points might have remained unchanged, so that in the end the railroads will have beaten themselves by making a fight against Wichita. The fight is not against Wichita alone but the railroads are hitting the farmer squarely between the eyes. Take for example the charges on agricultural implements. The dealer ships his goods in car load lots, the price of the implements is fixed and the freight is added and the farmer puts up for the railroad robbery. Look at the charges on agricultural implements in car load lots:

The charge from Chicago to Wichita is 50 cents per hundred. How is this divided? Why 27 cents per hundred will bring the goods from Chicago to the Missouri river, 450 miles. Now cross the dead line and come over into the paradise of the robbers, and you must pay 32 cents per hundred to get the goods to Wichita, 230 miles. Twenty-seven cents for 450 miles outside of Kansas and 32 cents for 230 miles within the state of Kansas. Draw your own conclusions. We must push this fight; we must show the companies that we have the manhood to stand for our own rights. We must win this question of a good strong combination of sand and sense, and strike with the assurance of one who is fighting for the right and against the wrong, and there can be no question as to the result. "The gods help those that help themselves."

We must win this question of freight rates. The more it is talked about the more it will be thought about and understood; and the better it is understood the more certain and speedy will be our relief. In politics we blow the horn, we beat the drum, we shoot the gun, we make the air loud with our garments, our interest is so great. We save the country, elect a president, and somebody gets a postoffice. We think we have done great things, while the matter of freight rates we have been passing by with the utmost indifference, and it is not until we are cornered by us on every side, at every turn, 955 days in the year. Let it be known that every machine which the farmer rides and every plow he follows costs him too much money on account of railroad robbery within the state. Let it be known by every good man, that the reason why he has less of the comforts of life on account of excessive freight charges on every shelled full of coal that she uses. Let it be known that the consumers of Sedgewick county have lost thousands of dollars in a single year upon sugar alone by extortionate charges. Multiply the loss to a single county by the number of counties affected, and this again by the number of years that the robbery has been carried on and you find the loss runs into millions of dollars. Let it be known by every toiler in interior Kansas as he takes up in state, that the reason why he has less of the comforts of life on account of excessive freight charges on every shelled full of coal that she uses. Let it be known that the consumers of Sedgewick county have lost thousands of dollars in a single year upon sugar alone by extortionate charges. Multiply the loss to a single county by the number of counties affected, and this again by the number of years that the robbery has been carried on and you find the loss runs into millions of dollars. 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